

INFORMATION REPORT

CD NO. 25X1A

COUNTRY East Germany 631247
SUBJECT Structure and Personnel of the East German Ministry of Railroad Affairs
PLACE ACQUIRED [REDACTED]
DATE OF INFO. [REDACTED] 25X1X
NO. OF ENCLS. (LISTED BELOW)
SUPPLEMENT TO REPORT NO. 25X1C

1. The following are leading personnel in the East German Ministry of Railroad Affairs:

- a. Minister: Roman Chwalek
Personal Assistant: Pilz, Adolf
Technical Assistant (Technischer Referent): Uhle (fnu)
- b. Deputy Minister for the Operations, Traffic and Rolling Stock Group: Kramer, Erwin
Personal Assistant to Kramer: Appel (fnu)
- c. Deputy Minister for Rail Lines and Rail's: Lindemann, Heinrich
Personal Assistant to Lindemann: Rolle (fnu)
- d. Deputy Minister for Organization and Material Procurement: Stainer, Richard
Personal Assistant to Stainer: Stoeck (fnu)
- e. Chief Inspector for Physical Safety: Tenschler (fnu)
- f. Cadre Chief: Gille, Karl
- g. Chief of the Finance Section: Hielscher (fnu). About 36 years of age; a very arrogant individual. He is a well-trained financial expert, but has no railroading background. His left arm is missing, or crippled, so that he has the use of only his right arm. He is believed to have spent some time in the USSR. Hielscher replaced Schoenfeld (fnu) in this post in 1952, when the latter fled to West Berlin.

2. The chiefs of each of the main administrations (IV) listed below are in turn responsible to the respective deputy minister in charge of each area:

- a. ~~IV Operations~~: Chief - Sempter (fnu)

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- b. Chief of Operations Management: Chief - Maeder (fnu) 2
- c. HV Passenger Traffic: Chief - Lehmann (fnu)
- d. HV Freight Traffic: Chief - Stern (fnu)
- e. HV Machine Service: Chief - Mueller, Heinrich

3. The Finance Division of the Ministry of Railway Transportation is located on the fifth floor (German style - American 6th floor) of the Ministry building on Taubenstrasse. The Reichsbahn employs a total of approximately 3,500 bookkeepers at an average salary of 500 DME to maintain the necessary financial records required to operate the Reichsbahn, according to the outlines of the Ministry regulations. The total cost of maintaining these bookkeeping records is estimated at about 1,750,000 DME per month in salaries alone, not including overhead expenses or the costs of bookkeeping personnel located in the Ministry itself.

4. The increased overhead costs in operation of the Reichsbahn are reflected in terms of the percentages of funds allocated to repair, improvement and ordinary maintenance of equipment. Maintenance expenditures for superstructures, rails, etc. in 1953 totaled six percent of the total income of the Reichsbahn, as against an expenditure of thirteen percent of total income in 1937. Despite the attempts to keep up minimum repairs on the Reichsbahn in order to keep the railroads operating efficiently, there are constantly recurring maintenance and replacement problems because of the inadequate appropriation of funds for these purposes.

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